

BYWAYS

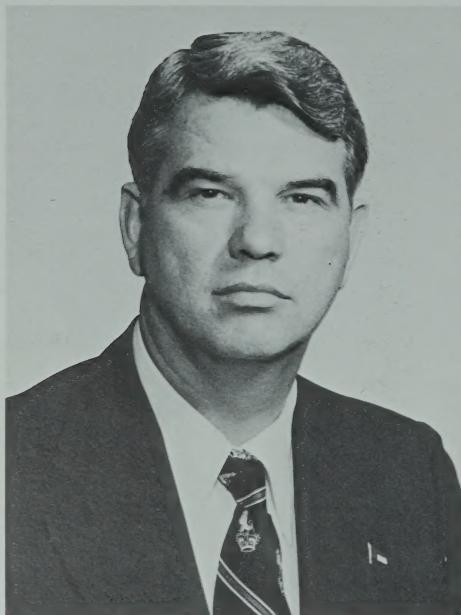
WINTER 1975





TROY A. DOBY
Secretary

**STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION AND HIGHWAY SAFETY**



*Troy Doby, Secretary
Department of Transportation*

North Carolina Highway Improvements Plan is working. I made that statement many times, but it has never been more apparent than today.

On February 11, 1975, President Gerald Ford announced to the nation the release of \$2.2 billion in impounded highway funds. With the presidential announcement reaching the state, our professional staff immediately went to work, and brought forward numerous projects they feel could be readied to meet the Federal deadline of July 1, 1975. Their action advanced some projects by as much as two to five years.

Some people have asked, "How can North Carolina do this?" The answer is simple. North Carolina was ready with a tried and proven Highway Improvements Program suggested by the citizens of this state. This department has been working on this plan and projects since October, 1973. Under the leadership of Governor James E. Holshouser, Jr., the North Carolina Board of Transportation, Secondary Roads Council, and the fine citizens of this state we have progressed to a point where this state can receive, and will receive, much more than most of our neighboring states.

However, our work is cut out for us. We must work long, hard hours to get the announced projects and others ready to meet the Federal deadline. I feel confident with your help we will meet this challenge.

Sincerely,

Troy A. Doby
Troy A. Doby
Secretary

DOWN HOME GLIMPSES

A Statewide News Column for and about DOT employees

BRIDGE MAINTENANCE UNIT

Mr. W. R. Twiford, Foreman II of Point Harbor, retired December 31, 1974, with 39 years service. He was honored with a surprise dinner on December 20, 1974, by his co-workers and friends. He was



presented with a camera and luggage to use as he travels during his retirement.

We welcome Rita Barham, Carl Kiger,

Ella Byrd, A. N. Mattocks, Debbie Pendergraft, Chester Suggs, and Henry Black.

We enjoyed a very successful Christmas Party, December 23rd, at Johnny Vassiliou's Steak House.

EQUIPMENT UNIT

Judy and Tony Maris are proud parents of a son, Marcus Carlisle, who weighed in at 7 lb., 7 oz., on November 23, 1974. Judy is currently on maternity leave.

Welcome to Sue Baker, who will work until Judy returns.

DRIVER LICENSE

We are happy to have Fred C. Colquitt join our staff as Assistant Director and wish him the best of luck in this position.

Congratulations to Grady L. Morris, who was promoted to Driver License Hearing Officer, in the Raleigh Office effective December 1, 1974, and to George W. Moore, promoted to Driver License Examiner III, in Jacksonville, effective January 1, 1975.

LANDSCAPE AND DESIGN UNIT

We extend a belated welcome to Bob Mosher, in the Design Section.

We were saddened by the demise of Kay Davis' mother on December 29, 1974.

Mr. J. A. Saunders attended the Environmental Improvement Awards program in St. Petersburg, Florida, on January 27-31. Mr. Saunders received a plaque for the Landscape Unit as Architects for an award-winning erosion control project.

LOCATION UNIT

We welcome to our unit, Alan Jones, Dorothy Vester, Jim Johnson, Bill Hardin and DeWayne Sefres.

A temporary relocation of the Sanford Location Survey Group to Salisbury was very rewarding for Mr. Ray Moore. During his stay in Salisbury, he met Miss Jackie Casper of Salisbury. They were married on Friday, November 22, 1974. We wish the very best

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Winter, 1975

JAMES E. HOLSHouser, JR.

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THE COVER: Winter on the Blue Ridge Parkway. Photo by Charles Jones.

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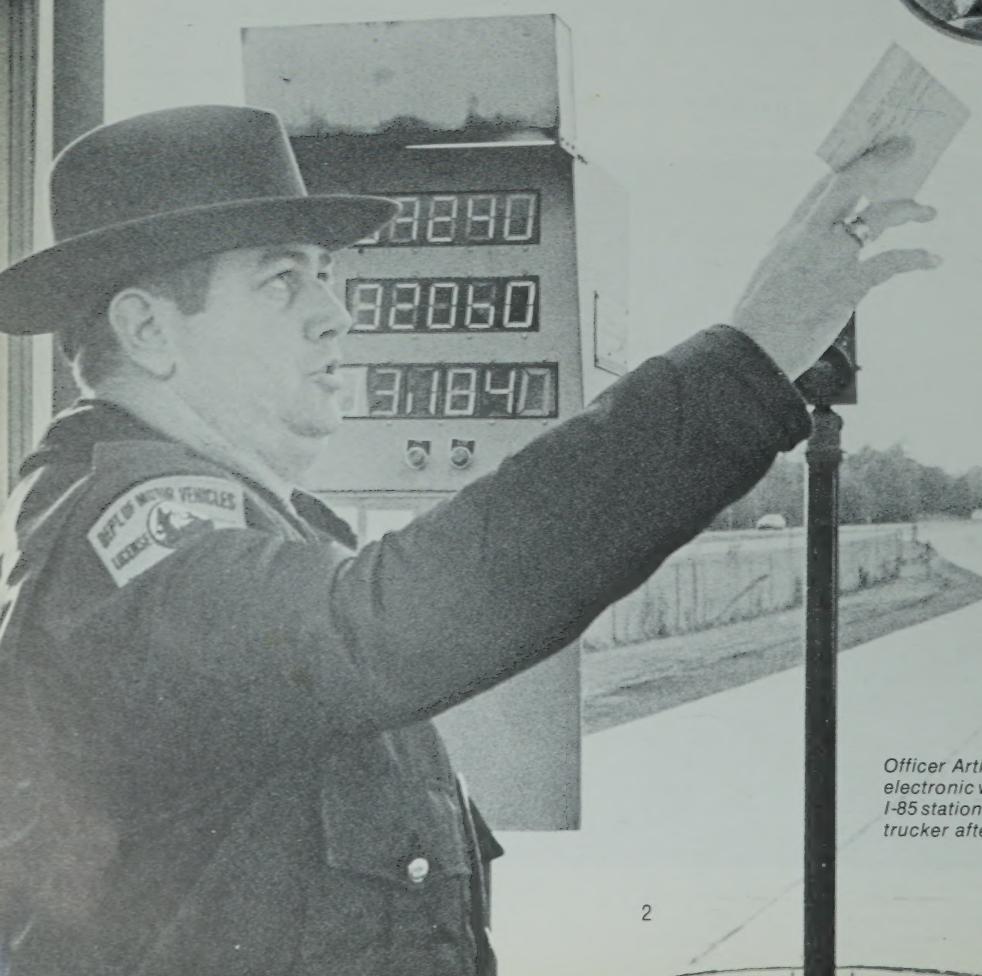
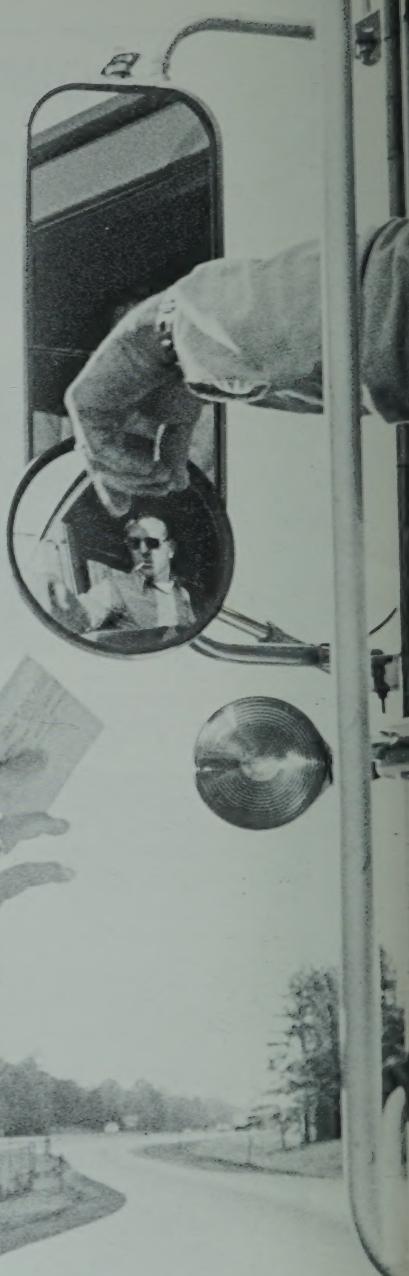
WEIGHT WATCHERS

"I knew he'd been drinking when he rolled down the window and asked for directions to the Delaware Bridge."

Describing the incident was Sergeant Carroll E. Bond of Mebane, N. C., who supervises a shift at the I-85 Weigh Station near Hillsborough. He was telling about one of the occurrences which are a part of everyday life for the inspectors who wear the blue uniform of the Enforcement and Theft Division of the Department of Motor Vehicles.

A drinking truck driver is serious business and making sure that both the vehicle and the driver are conforming to the law is a major part of an inspector's duties, according to Bond. The trucker was finally charged after registering 0.26 on the breathalyzer.

North Carolina employs 153 uniformed officers ranging in rank from Vehicle Inspection Officer I to



Officer Artis E. Summey, an electronic weigh scale operator at the I-85 station, returns a registration to a trucker after inspection.

Lieutenant at the twelve weigh stations across the state. The officers are policemen in the truest sense and must have attended formal police science school either before or during their first few months on the job. From there training is done at work and in semi-formal instructions usually held at the weigh stations.

Motor Vehicle Inspectors have an "air" about them and, like the highway patrol, emit an image of true esprit de corps with sharp military creases and forest ranger-type hats. Most of the officers, with few exceptions, are career oriented.

North Carolina is a major thruway for North-South traffic as well as harboring a prolific in-state system of truck routes with the majority of commodities being transported by the big rigs. Thus, the need for a system of constant checks and balances in the form of the Enforcement and Theft inspection officers.

Of the twelve stations, eight are manually operated while the other four are equipped with sophisticated electronic weight calculators. All of the stations possess portable scales employed in the field.

The station between Cary and Apex on Secondary Road 1011 is one of the older installations in North Carolina and as such, is a victim of progress. Its scales are operated manually and is situated on what was once busy U.S. 1 and U.S. 64. A new road became the major artery and the once hustly bustly avenue was bypassed, eliminating all but local traffic. Enter: the hand carried portable scales! And, the possibility that an impromptu inspection is just around the bend.

The 13 men stationed at Apex are divided into two- or three-man teams and work the roads in all 14 of the surrounding counties. They stop anything from a pickup on up. They look for the same things on all—the load carried



Patient trucker waits in suspense as officers go from axle-to-axle recording weight on portable scales.

versus the maximum load capacity listed on the registration, a fuel revenue sticker required on all commercial rigs, and the safety condition of the load, the truck and the driver. Sergeant T. J. Burns, an inspection team leader at Apex, sums it up as looking for "load, weight, length, license, and decal." If a weight violation is found, a citation is written and payment of the assessed penalties are to be paid to the DMV within 10 days. Since penalties for violations have been firmly established by the Legislature there is no room for interpretation. If a truck owner has a reputation of non-payment, the vehicle is impounded and must stay put, however, the load may be transferred to another truck with a higher gross weight.

During the week the Apex station was visited, 21-year veteran, Master Sergeant Wallace W. Womble was filing a violation record where a driver had been fined more than \$1,800.00. Lieutenant Percy L. Barbee, who heads the unit, laments that it is unfortunate that anyone would try to get by with such a flagrant violation.

"We keep those portable scales in one place for as long as possible, but most of the truckers have radios and word gets around fast," Sergeant Burns pointed out.

The old weigh station still serves as a permanent check on sporadic trucks, but mostly as a headquarters for the mobile teams and a place to keep records.

The Hillsborough station is considered one unit even though I-85 necessitates two separate facilities — one on each side of the interstate to weigh vehicles coming and going. This modern facility that hosts back-to-back quests almost all of its open hours is supervised by Lieutenant Irvin D. Walters.

Sergeant Carroll E. Bond was in charge of the shift when the imbibing driver looking for the Delaware Bridge stopped by. He explained that the electronic scales work



Enforcement and Theft officers Snelling (foreground) and Burns check the length of highway rig.



Sergeant T. J. Burns reads weight on manual scale at Apex station.

automatically, weigh each axle independently and adds up the total. Built by Howe-Richardson and labeled Digi-Scales, the machine is a highly complex system of transistors containing memory banks and an indicator not unlike a digital clock. Weights appear for each axle and the machine totals the combined weight. It also adds up the number of trucks examined each day. Violations number seven or eight a day, Bond reported.

Electronic scales are located on I-95, I-40, and I-26, in addition to the Hillsborough checkpoint. A team stays on the road daily at all of the stations with portable scales.

When asked what type duty is preferred, the continuous spot checks in outlying areas or permanent shifts in a modern, interstate facility, the answers given indicate that both are "good" and what the officer was doing at the moment was his choice.

In all, it adds up to different type of law enforcement than most are familiar. It may, or may not, be as glamorous as the cops and robbers brand of police, but most will have to admit the uniformed Enforcement and Theft Officers form a fairly big slice of the total pie.



Weigh Station near Apex has been bypassed by more modern highway, but still manages to flex its muscles with sporadic truck traffic.

DRIVING CENTER CONSTRUCTION UNDERWAY

Breaking the ground for the new National Driving Center (NDC) in the Research Triangle is Troy A. Doby, Secretary. Dr. Verne Roberts, executive director of NDC watches.



With Troy Doby, Secretary of the Department of Transportation and Highway Safety, representing the State of North Carolina, a groundbreaking ceremony was held Dec. 6, 1974, in Research Triangle Park for a new \$1 million building to house the National Driving Center (NDC), a non-profit medical research center dealing with the driver and his role in highway safety.

The ceremony, attended by representatives from business, the university community, government and the general public, was the realization of the efforts of a large number of North Carolina citizens who have supported efforts to make the National Driving Center a reality for the last seven years.

The new facility, to be located on a 100 acre site just off Alexander Drive in Research Triangle Park, will contain facilities for screening and evaluation of drivers to include medical, behavioral and social workups, education and training, as well as administrative offices.

Dr. Verne L. Roberts, executive director of NDC indicated that there are a number of activities presently going on within the Driving Center. "We presently have researchers involved in studies dealing with the effects of various diseases on driving behavior, the effects of night

vision and methods of identifying the hazardous driver," Dr. Roberts said. "These activities will be expanded to include physiologic evaluation, special epidemiologic and legal surveys and various other studies having to do with the driving population. We expect our new facility to enable us to coordinate and expand our research efforts to a much greater degree."

Dr. Roberts also indicated that an essential addition to the new building will be a test track with a control tower for central recording and observation of monitored cars and simulator studies. The track is to be added in the next couple of years and will be designed with the assistance of professionals skilled in track and highway design. The track will duplicate a variety of conditions and situations which can be used in testing and training of drivers.

The National Driving Center is presently located in temporary quarters on the Duke University Campus in Durham. Its staff of approximately 25 medical and engineering researchers are drawn from the campuses of the major universities in the state and are complemented by the research facilities of these educational organizations. The new building in Research Triangle Park is expected to be complete by late 1975.

UP, UP, AND AWAY . . .

On a sultry July morning during 1972, a balding, elderly Goldsboro man looked up at the hovering helicopter from beside a water hole less than a quarter mile from his home. The man, unaware the helicopter was searching for him, had been reported missing the night before and was the subject of a massive ground and air search.

"I just went for a walk down that path and when I saw that thing (the helicopter), I didn't know they were coming for me," he said. "I was just fixing to put my fishing line in the water. I wasn't afraid."

On another occasion last April in Kannapolis, more than 200 fire-fighters were battling a raging fire in the A. L.

Brown High School. Excessive smoke was making it almost impossible to direct water on the actual blaze.

The turning point of the fire battle came when a helicopter was brought in to assist in directing fire fighting operations. The aircraft, with the Kannapolis fire chief aboard, inched its way into the smoke-filled sky where the chief radioed where to aim the water on the 22-year old colonial structure.

These two incidents typify what could be summed-up as "all in a day's work" for the air arm of the North Carolina Highway Patrol. And it's the one arm of justice where the operator can travel all the while at 100-plus MPH and never



Sergeant Dan Williams and Trooper Ken Thompson await a passenger's arrival at landing pad outside Raleigh.

get a ticket.

Two regular pilots, Sergeant Dan Williams and Trooper Ken Thompson, are on call to man one of the two Bell Jet Ranger helicopters used in law enforcement and available for transportation shuttles of state dignitaries on official business.

The two helicopters, one red and white, the other blue and white, have logged more than 2,500 flight hours since being purchased and operated by the Department of Administration in 1971. A large percentage of those hours have been in law enforcement.

Both aircraft are stationed in Raleigh at the State Central Motor Pool on the outskirts of town. When in use the helicopters can maintain an air speed of 135 mph for 2½ hours, seat four people, could fly at 20,000 feet, possess the ability to convert for carrying two litter passengers, and one comes with a search light for flood lighting an area at night.

Sergeant Williams is the senior man in helicopter operations and, as such, is in immediate charge of the section. Another Highway patrolman, Trooper Charles Boyd, is currently on a three-month flight training program, and will return to road patrol duty in the Raleigh area, but will serve as a back-up pilot if needed.

Williams has been in the air arm of the highway patrol since the organization was assigned its first plane, a Coast Guard surplus L-5 observation aircraft, in 1958. Since then

law enforcement aviation has certainly had its ups and downs, he reminisced.

The sergeant started flying as a hobby in 1952 while stationed as a trooper in Clinton. When the patrol was assigned the L-5, he possessed the highest license of all those in the organization and was transferred to Raleigh to fly law enforcement missions.

There was found to be little call for aircraft in law enforcement then, so the L-5 was auctioned off and Williams went back to Clinton and road patrol.

In January 1963, the state got back into the aviation business when it bought two Cessna 180, single engine planes for traffic surveillance. Williams traveled to Fayetteville to fly the Cessna stationed there (the other was positioned in Asheville).

"The planes were effective, maybe too effective," Williams says. The use of planes in traffic surveillance lasted only five months before the state legislature passed a bill outlawing the use of aircraft in everyday traffic use, but could be used in the search and surveillance of areas where felon crimes have been committed. Both the planes and Sgt. Williams were then transferred to Raleigh where he has been ever since.

Today, pilots Williams and Thompson spend most of their ground time at the Troop C complex and their hours in the air flying missions which run the gamut from searching for a lost elderly man in Goldsboro, to monitoring civil disturbances, to directing a fire-fighting effort in Kannapolis.

The helicopters are still prevented from use in hard core traffic surveillance; however, a later Legislature relaxed the 1963 ruling a little, and they can and are used for monitoring traffic at large crowd gatherings such as rock concerts and ball games.

Just recently, a helicopter piloted by Trooper Thompson spotted a bank robber's car from the air while searching for whiskey stills near Elizabethtown, followed him and captured the felon. (See story p-9).

The helicopter's use as an air ambulance has proven its worth over the years. To count the times the aircraft served as a life saver for an auto accident victim or transported a human kidney or eye for transplant would take more than fingers and toes mathematics.

Another time a helicopter was used to fly a special serum to South Carolina after a child in Columbia swallowed rat poison. The child survived.

When President Ford visited Pinehurst for the opening of the Golf Hall of Fame, the helicopter flew missions overhead to ensure traffic routes were clear and rooftops concealed no snipers.

The full effect of aviation in law enforcement has not as yet been fully explored and new uses for the helicopter are innovated almost daily.

And, Sgt. Williams assures, that the two or three patrolmen who wear silver flyers wings over their right breast pocket are truly daring young men in their flying machines.





For The Beauty Of The Land

Department of Transportation's very attractive Deputy Secretary Isabel Holmes participated in the removal of a highway sign along I-85 near the Virginia border.

This is the first of a total of 141 signs to be removed from Interstate and Federal-aid Primary highways in cooperation with the Federal Government on the Highway Beautification Program.

Division Right of Way Agent, R. G. Gregory in Durham, has been assigned Coordinator of this project,



Down it comes as (left to right) D. M. Sellers, Right of Way Agent; T. J. Morawski, Division Engineer Federal Highway Administration; Isabel Holmes, Deputy Secretary and R. G. Gregory, coordinator of the sign program, look on.

and field operations of the program are assigned out of the Durham Right of Way Office.

R. H. Shore, Right of Way Branch Manager in Raleigh, states that a total of 12 sign companies have been involved in the program thus far. Right of Way Agents, D. M. Sellers of Durham, H. L. Burns, Jr., of Greenville, and W. T. Nobles of Wilson, are field agents, and each one has been assigned four companies. They are responsible for handling all facets of the sign acquisitions.

The original inventory of signs to be moved involved 219 signs. In the process of personally verifying each sign location, the agents found this total would be substantially reduced due to signs being removed previously; being qualified as conforming and therefore allowed to remain intact; or refusal of the sign companies to sell certain signs to the Department of Transportation.

The Department of Transportation purchased 74 of the 141 signs and 18 sign sights. Many of the signs have been removed by the owners.

Mrs. Holmes feels that all highway users will benefit in the future. Ironically, people are not aware of the distraction of these signs to the scenery around them. After removal they realize the natural scenic beauty of the land.

This project will promote the safety, health, welfare, convenience, and enjoyment of travel on and protection of the public investment in highways within our State.

According to Deputy Secretary Holmes, Federal funds are available for the future, and land fills and junk yards are being investigated for inclusion in the future of this project.

Earn While You Learn

By Chas. Jones

How would you like to go back to school with the State paying up to \$80 per academic course?

On October 1, 1974, the North Carolina State Personnel Board revised the policies affecting the Educational Leave Policy. The new policy allows a change in the amount reimbursable from \$50 to \$80 per academic term regardless of income or dependents. Also, the request for leave and refunds can now be approved by the Director of Personnel whereas previously it was handled through the Office of State Personnel.

Educational leave is open to any full-time permanent employee who wishes to upgrade his job related knowledge

and skills through formal training at local institutions. The time spent on educational leave in no way affects an employee's salary and accumulation of sick and annual leave time. After the satisfactory completion of course work the agency budget officer will issue a check for tuition and book expenses, not to exceed \$80 per course.

Tuition refunds are also available to full-time, permanent employees who are only able to take courses after normal working hours.

This is an excellent way to win points when promotion time rolls around. Those interested should contact their Personnel Officer for request forms.

Airborne Trooper Nabs Bank Robber

Lt. A. W. Rector

Although certain members of the Highway Patrol are assigned as specialists in a given field, they must be prepared to assume traffic law enforcement responsibilities. Since these men have served several years in law enforcement before moving into the specialist areas, there is always present a desire to become involved in Patrol action. This desire became a reality recently for Trooper Ken Thompson, one of the Patrol's helicopter pilots, as he became involved in a movie-type "cops and robbers" situation.

Trooper Thompson was piloting A. B. C. officers in search of illegal liquor stills in the vicinity of Whiteville when the Patrol Communication Center reported a bank robbery in Fayetteville. Thompson's law enforcement training and experience immediately focused on the description of the get-away vehicle being broadcast. It was only a short time until the Communication Center reported the get-away car was being pursued by Trooper J. R. Todd near Elizabethtown. The location was only a short distance by air from Thompson's location, so he pointed his "chopper" in that direction.

Thompson intercepted the 110MPH pursuit approximately 2 miles from Elizabethtown. He decreased his altitude and began making low passes over the get-away car. The suspect, attempting to elude the officers made a turn in the direction of White Lake. The change in the direction of travel had no effect on the helicopter's

pursuit and as the "chopper" continued the low overhead passes, Thompson noticed the car slowing and beginning to weave on the roadway. He then saw BEAUTIFUL GREEN FLURRIES flowing at intervals from the left window of the get-away car. The green flurries was money being scattered along the highway.

It was apparent that some method would have to be used to force the suspect to stop so Trooper Thompson began scanning the road ahead for a suitable location. He spotted a long sweeping curve and hurried to the site. He



turned the "chopper" facing the oncoming suspect and hovered low over the area in typical T. V. "Chopper One" fashion. As the suspect approached, he lost control of the car and wrecked. Thompson kept the "chopper" hovering low overhead while the A.B. C. officers aboard had their guns drawn, and guarded the suspect until he could be taken into custody by pursuing troopers. When Thompson's services were no longer needed, he returned to the site of the "green flurries" and assisted Federal officers in recovering all of the money.

The Legislators Speak

Senator D. Livingstone Stallings

Member,

Senate Transportation Committee

"Roads rule the world. They are the crown prince of achievement and the high priest of prosperity." This old saying may be an exaggeration, but the fact remains that a good system of transportation is essential to the development of a state or any other geographic area.

During the first quarter of this century, North Carolina became known as "The Good Roads State", and this reputation has served us well down through the years. It has contributed immeasurably to our growth and progress in numerous areas, including business and industry, agriculture, education and social development.

We need to continue the development of an adequate and safe system of roads in the East, the Piedmont and the West, to the end that North Carolina will forever be known as "The Good Roads State".



Did You Hear The One About . . .???

By James E. Poole

The following humorous story came to us from James E. Poole, a right-of-way agent for DOT in Wilson.

Jim was born in Fayetteville and reared in rural Cumberland County. He is a graduate of Georgia Military Academy and the University of North Carolina Realtors' Institute. He served in the U.S. Navy and before joining the DOT team, he was employed in Fayetteville by Poole Realty and Insurance Co. Jim is a past Vice President of the Greater Spring Lake North Carolina Area Chamber of Commerce.

There may be an old saying that smugness is the root of all embarrassment, and if there isn't, there should be.

The case in point involved the State Highway Department and an old farmer we shall call Mr. Elder Lee Landowner.

It seems that the State Highway Department had a bright young Right-of-Way agent in their employ. He was a truly fine and upstanding young man in every way, except that he was infected with a slight touch of Superiorityitis. The Highway Department was planning to build a road through a rural area and sent the young agent to purchase the required right of way from Mr. Landowner.

During the course of their discussion, the two realized that they each had definite, though different, opinions as to the value of the land involved. Finally, the agent stood up

and said, "Mr. Landowner, I represent the State Highway Department as you well know. We have had your property appraised by an expert, and his findings have been reviewed by another expert," and the agent continued smugly, "we feel that when it comes to the question of value, we have all the facts. I therefore strongly urge you to consider our offer."

The old farmer looked up with a twinkle in his soft gray eyes, and a faint smile appeared on his thin lips. He then proceeded to deflate the young man's ego thusly: "Well," he began, "let's just see what great things you all have done. First you tell me that some expert has come out here and figured out what my land is worth. Then, you tell me that another expert has agreed with the first one and because of all these experts, there should be no question in my mind about the value of my own land, since you all have figured all that for me." The old gentleman continued, "To the best of my recollection, 'Ex' means something that was, or has been. And everyone knows that a 'spurt' is just a little dab of water. So the way I see it, you all are basing your whole case on the opinions of a couple of has-been drips."

The young man turned and started to his car. He felt somewhat foolish, greatly embarrassed, and a whole lot wiser.

Long Arm of the Law Wears Nail Polish

By Jean Dodd

Remember Bonnie and Clyde?

Well, Enforcement and Theft's got its own gun-wielding Bonnie, only thing is she's an inspector instead of a bank robber!

She's Bonnie Charlene Little, an attractive and vivacious blonde who has the distinction of being Enforcement and Theft's first female inspector. Twenty-four-year old Bonnie has been interested in law enforcement for a long time. She vividly remembers as a youngster being "fascinated" with the radio equipment that belonged to her uncle, a member of the Durham Police Department.

After attending Wingate College for two years, that childhood fascination was still with her as she transferred to East Carolina University and was graduated with a degree in Police Sciences. Bonnie then served as a security officer at the North Carolina Memorial Hospital in Chapel Hill. She also worked in public relations there.

Last January, she began the rigorous 160-hour Basic Police Science Course and brushed-up on such subjects as drugs, rape, physical defense and even how to deliver babies!

She served internship with the North Carolina Probation Department as a probation officer.

On December 2, Bonnie, or Inspector Little, was sworn in during ceremonies at the Department of Motor Vehicles in Raleigh. Adrian J. Newton, Clerk of the N. C. Supreme Court, administered the oath as Jake Alexander, Commissioner of Motor Vehicles, and Roy McCampbell, Director of Enforcement and Theft quietly stood by.

Bonnie's duties will include enforcing motor vehicle and auto theft laws. Being a woman will have some distinct advantages for the new officer. For example, when she "naively" takes her car for an inspection sticker some unsuspecting service attendant will get the surprise of his life when he haphazardly checks over her car and finds out she's not so naive!

Bonnie has the authority to stop drivers violating the law. She carries a blue light in her car for such instances. She also carries a gun, but hopes the need for a weapon never arises. Besides her law enforcement duties, Miss Little will be involved with public relations to an extent.

She thinks "it's exciting" being the first female inspector in E&T. For that matter, so does E&T!



Proud poppa Bruce C. Little adds the finishing touches to daughter Bonnie's swearing-in ceremony as Enforcement and Theft's first woman inspector, December 2.



New members appointed to the North Carolina Board of Transportation by Governor James E. Holshouser, Jr., are left to right: Mr. S. Thomas Rhodes, Wilmington; Mrs. Barbara S. Perry, Kinston and Mr. Edward L. Powell, Winston-Salem. Troy A. Doby, Secretary of the Department of Transportation and Highway Safety observes as Judge Donald Smith administers the oath of office.



Jim Litchford, a state employee for 36 years, retired on December 31, 1974.

He was in traffic engineering in the Division of Highways since 1961. Previously he had served on the State Highway Commission and the faculty of N.C. State University. Litchford was also affiliated with the A.U.S., Corps of Engineers and Charles M. Upham Associates. He is a native of Raleigh.



Staff Sergeant Billy W. Butler (left), a Marine Corps military policeman stationed at the Cherry Point Air Station receives a diploma after completing a two-week supervisors course sponsored by the Governor's Highway Safety Program. Presenting the certificate is Mr. James T. Shaw, Assistant Secretary for Safety, N.C. Department of Transportation and Highway Safety.

FOR SAFETY'S SAKE



JIM SHAW

Meet DOT's New Safety Secretary

What prompts a retired Air Force non-com to jump with both feet into the roiling mainstream of life?

For DOT Assistant Secretary of Safety James T. Shaw, it's a labor of love and a penchant for never backing away from an "exciting and demanding challenge."

Until last August, Shaw was the Development Coordinator for the Coastal Plains Regional Commission Program in North Carolina. Armed with a background in occupational safety acquired in the military, Shaw was quickly tagged for the new job when a study ordered by the Secretary of Transportation revealed that a central coordinating agency was needed to oversee the Department's many safety disciplines.

The Assistant Secretary for Safety is charged with the responsibility of developing and implementing a unified and responsive management program of all safety activities within the Department of Transportation and Highway Safety.

Just where the program is headed surrounds Shaw in his office on Sans Souci Drive in Raleigh. There, graphs and flow charts and seemingly endless reams of statistics will eventually emerge into a viable safety program that will "affect every employee of the Department of Transportation, from the Secretary on down."

A unified program is underway now, with a target date of fiscal year 1977 to fully implement the entire system. When the division becomes fully functional, its program development will assure compliance with safety standards, establish a loss control system to reduce departmental losses, and provide public programs to reduce fatalities, injuries, and economic losses associated with highway

accidents.

A staff of six highly trained specialists will answer directly to the Assistant Secretary with another 39 DOT employees involved in the program as safety officers throughout the state.

Probably the most important sub-section in the Division will be Statistical Analysis. The currently un-manned office is expected to form the catalyst to shape future safety programs.

In sum, this means for example, that if laborers in different parts of the state are experiencing similar accidents and safety officers in the field file their reports, the statistical analysis will study the reports to find a common cause, if there is one.

It may very well be that several head injuries among employees in different locales might be the result of the employees not wearing hard hats. Then, the Safety Division would enforce a hard-hat wearing program to eliminate that type accident.

On the other hand if statistics show that a rash of Highway Patrol accidents occur while chasing-down speeders, statistical analysis may indicate, and the Safety Division recommend that highway patrolmen undergo more frequent training in pursuit driving techniques.

The direct cost of occupational accident related expenses in DOT has been conservatively estimated to be \$1.26 million annually. Indirect cost increases the total by an estimated additional \$3.5 million, making the total accident and associated cost approximately \$4.75 million.

Inflation may overshadow the Division's immediate results of a formidable safety program. Shaw indicates that safety programs may cut occupational expenses by one-third at the end of three years, and by a whopping one-half in five years.

The Safety Division has both functional and administrative responsibilities over the Governor's Highway Safety Program (GHSP) and Occupational Safety and Emergency Planning Department (OSEP). Former Randolph County Sheriff Lloyd Brown is the GHSP safety representative.

Gerald Fleming is head of the OSEP and as such will direct occupational safety in all DOT departments. Under him for functional responsibility is Port Safety with Vincent Coulon as safety officer and Highway Safety with Henry Clegg as safety officer.

Two other areas that fall under the Assistant Secretary's functional control are Aeronautics Safety represented by Don Williams, and Mass Transit with David Robinson as the safety officer.

All of the projects will be funded by the State of North Carolina, except for a few in the Highway Safety Program which are jointly paid for by state and federal funds.

In all, it's a long-range program with immediate results, according to Shaw. Safety is everybody's business, he says, and the mainstream of life, although wet, is not so bad if you're wearing hip boots for safety and walk softly.

**THE NAMES OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
RETIREES FOR 1974, WHICH FOLLOW, ARE LISTED ACCORDING TO THE MONTH DURING
WHICH THEY RETIRED.**

1-1-74

Henry C. Harris Elizabeth City 41 years	Ira R. Prince Shallotte 20 years	John W. Barts Yanceyville 41 years	Thomas E. Morris Monroe 30 years	Gordon C. Whitiner Warrensville 42 years
Caleb F. Gregory Belcross 28 years	Willard Brown Kenansville 26 years	Willard E. Kallam Reidsville 23 years	Merritt E. Floyd Monroe 20 years	Alton G. Palmer Elk Park 30 years
Jesse A. Savage Sunbury 46 years	Edgar E. Bordeaux Mount Olive 31 years	Charles B. Hines Hillsborough 11 years	Raymond J. Wilson Concord 44 years	Charles W. Hamrick Shelby 31 years
John S. Stallings Hertford 47 years	Robert W. Dawson Wilson 41 years	Bryant E. Brewer Hillsborough 36 years	Walter M. Gibson Huntersville 36 years	Charles E. Noggle Shelby 38 years
Bruce H. Phelps Pymouth 36 years	Chalmers B. Taylor Nashville 29 years	James R. Cole, Jr. Haw River 11 years	James L. Cochrane, Jr. Albemarle 26 years	Edgar V. Tilley Statesville 35 years
Walter R. Sawyer Camden 32 years	Roger S. Crocker Smithfield 27 years	Hubert G. Sewell Laurinburg 38 years	Hoyle T. Long Matthews 11 years	Everette A. Aderholdt Dallas 34 years
Mahlon R. Parker Jackson 37 years	Joseph G. Brown Tarboro 36 years	Edward C. Darden Rockingham 44 years	Erma C. Smith Albemarle 21 years	James W. Baldwin Marshall 20 years
Joe H. Dickens Tyner 21 years	Hartwell B. Rogers Henderson 31 years	Roy H. Ledwell Asheboro 36 years	Johnny M. Hager Huntersville 25 years	Edward W. Proffitt Bakersville 38 years
Stephen M. Sharber Elizabeth City 32 years	William A. Laws Oxford 41 years	James H. Bingham Asheboro 31 years	Claud H. Badgett Mount Airy 40 years	Pershing L. Wilson Marion 23 years
Elmer R. Setzer Tarboro 44 years	Leonard W. Clay Stem 35 years	Ervin J. Clark Laurel Hill 34 years	Fred Fender Crumpler 12 years	Edward A. Hall Spruce Pine 34 years
Hilton G. Gurganus Newport 31 years	Robert B. Batchelor Middlesex 11 years	Abner R. Webster Siler City 31 years	Clarence A. Jones Wilkesboro 33 years	Dan Moore Hendersonville 18 years
John E. Waters Vanceboro 21 years	Paul Sealey Whiteville 25 years	James F. Goodnight Salisbury 14 years	Thomas S. Reynolds Yadkinville 33 years	Glen Waters Ellenboro 17 years
Claud R. Jernigan La Grange 28 years	Vernon D. Johnson Erwin 24 years	George W. Southern Walnut Cove 37 years	William V. Pendry Hays 24 years	Ring P. Freeman Ellenboro 26 years
Ray C. Lancaster New Bern 26 years	Homer C. Blackwell Whiteville 24 years	James F. Mendenhall Walnut Cove 26 years	Dock Dishman Vilas 31 years	Birdett Dayton Burnsville 26 years
Liddell W. Rowe New Bern 28 years	Lexie C. Dean Dunn 30 years	Bruce J. Everhart Lexington 34 years	Jasper V. Foster Ferguson 25 years	Gilbert T. Davis Clyde 26 years
Oscar D. Sikes Wilmington 32 years	Jesse L. Crews Mayodan 37 years	Frank N. Dunlap Walnut Cove 32 years	Sidney N. Swanson Lenoir 24 years	Leyman S. Honeycutt Hendersonville 19 years
Joseph B. Shepard Burgaw 23 years	Thomas H. Grubbs Burlington 23 years	William J. Whicker Walkertown 40 years	Jasper A. McLean Lenoir 33 years	Wayne H. McClung Robbinsville 31 years

Edward Wakefield Andrews 34 years	Francis E. McLeod Sanford 30 years	Edith V. Glover Apex 23 years	Milton E. Travis Conover 16 years	Wilbur Tatum Fayetteville 14 years
Dennis C. McTaggart Hayesville 12 years	Luther C. Nickens Cameron 24 years	Charlie W. Kates Greensboro 26 years	Lenwood M. Massey Robbinsville 18 years	Tommy J. Stephens Reidsville 25 years
John W. Pittillo Brevard 23 years	Robert W. Truelove Sanford 35 years	Selma Y. Barker Raleigh 26 years	Howard R. Whitmire Brevard 28 years	Arthur W. Brim Madison 19 years
Raymond W. McGowan Raleigh 32 years	Atlas C. Dunn Asheboro 25 years	Thomas G. Stafford Black Mountain 30 years	Robert V. Jenkins Bryson City 11 years	Willie H. Hanes Advance 20 years
Whitmel H. Webb, Jr. Raleigh 43 years	Leslie M. Kelly Davidson 23 years		Clifton D. Ward Whittier 13 years	Jesse C. Mills Stanfield 33 years
Grace Nell Brown Raleigh 30 years	John W. Harkey Albemarle 23 years	George Ferebee Powells Point 19 years	Arthur F. Noble Raleigh 22 years	Cora Lee Greer Banner Elk 28 years
Henry S. Brown Apex 17 years	Robert L. Moss Albemarle 35 years	George S. Hickman Wilmington 27 years	Arlie W. Partin Raleigh 23 years	Butler Isaacs Vilas 11 years
Lacy W. Johnson Wilmington 21 years	Hall Cook Monroe 15 years	Etha R. Sellers Bolivia 29 years	Clifford E. Olive Smithfield 33 years	Albert L. Garrison Dallas 27 years
Joseph W. Garrett 33 years	John H. Howell Norwood 17 years	Roy N. Brown Burgaw 16 years	Zeb Vance Hocutt, Jr. Garner 13 years	Robert A. Harrill Shelby 23 years
2-1-74	Willie T. Smith Badin 33 years	Richard Bass Clinton 30 years	4-1-74	Wade C. Willis Bakersville 21 years
Raymond P. Rodefer Belhaven 22 years	Hazel Proctor Bessemer City 30 years	Wade R. Brooks, Jr. Wilson 37 years	Jennings B. Mayo Ernul 33 years	Howard J. Youngblood Fletcher 25 years
Clarence W. Nobles Grantsboro 25 years	William D. Clark Swannanoa 33 years	Robert C. Coggins Raleigh 25 years	James A. Simpson Grantsboro 24 years	Cecil D. Hooper Robbinsville 38 years
Jasper D. Boyd Greenville 24 years	Robert S. Golden Leicester 29 years	David S. Williford Saint Pauls 10 years	Aubrey McCoy Pollocksville 25 years	Charles B. Price Asheville 11 years
Troy R. Hudson, Jr. Clinton 26 years	Troy Stanley Bakersville 29 years	Thurman Collins Fuquay-Varina 37 years	George C. Carter Burgaw 36 years	James W. Walsh Lenoir 20 years
Issac S. Smith Shallotte 24 years	James M. Frisbee Asheville 17 years	Lee A. Smith Oakboro 16 years	George T. Wilkins Wilson 32 years	5-1-74
Ben N. Robertson Littleton 30 years	Claude Green Columbus 12 years	Earnest J. Smith Peachland 24 years	Robert S. Evans Nashville 19 years	Adolph M. Spivey Tyner 20 years
Claude K. Boyette Four Oaks 29 years	Floyd L. Carpenter Robbinsville 12 years	William F. Hornback Polkton 25 years	Robert L. Royster Virgilina, Va. 45 years	William Pappas Cove City 19 years
Clifford Roberts Durham 11 years	Jeter E. Daniel Cary 25 years	Ira L. Gaddy Polkton 39 years	Ralph E. Downing Lumberton 19 years	Walter Mullins Spring Hope 30 years
William B. Chambers Mayodan 12 years	Victor M. Corbett Clayton 16 years	Radie F. Royal Hamptonville 25 years	Clyde R. Williams Brunswick 39 years	William E. Hawkins, Jr. Garner 38 years
Lee E. Simpson Summerfield 35 years	William J. Murray Raleigh 30 years	Rob A. Harris Harmony 36 years	Benjamin F. Stephens Whiteville 17 years	Spencer Mangum Bahama 19 years

7-1-74

Carl Suggs Whiteville 28 years	6-1-74	Rudolph Doughtie Ahoskie 27 years	Newton Hogset Hayesville 11 years	William G. Wilder New London 18 years
Mae C. Townsend Lumberton 38 years	Frank H. Edwards Nashville 44 years	Tyler W. Lewis Edenton 21 years	Edward M. Taylor Davis 12 years	George W. Hanna Wadesboro 36 years
Shelby N. Lowe Lumberton 24 years	Russell B. Burnette Halifax 44 years	Thurman Jones Barco 22 years	John D. Walton Raleigh 40 years	James H. Allen Polkton 27 years
Harrison J. Hall Autryville 20 years	Clifton Hudson Weldon 38 years	Ralph B. O'Neal Stumpy Point 43 years	Newton R. Stell, Jr. Raleigh 14 years	James P. Bray Yadkinville 30 years
Charles E. Barrett Greensboro 26 years	D. Kelly Bullock Lumberton 11 years	Jim B. Smith Goldsboro 14 years	8-1-74	John L. Davis Jefferson 22 years
Tuner L. Preslar Polkton 28 years	Albert P. Shroat Fayetteville 14 years	Gordon R. Young Warrenton 30 years	Charles Landen Roanoke Rapids 32 years	Johnnie L. Huffman Newton 14 years
Floyd E. Abernathy Dallas 27 years	Julius O. Lambeth Greensboro 27 years	John A. Rayborn Fayetteville 23 years	Herbert B. Roughton Columbia 21 years	Roy C. Short Shelby 25 years
Cecil B. Sparks Marion 11 years	Charlie G. Thacker Madison 24 years	Howard J. Edmund Chadbourn 26 years	Lloyd W. Patterson Vanceboro 17 years	Joseph A. Logan Ellenboro 25 years
Harold B. Williams Marion 26 years	Joe M. Matthews Sanford 24 years	Willie P. Ferrell Burlington 26 years	Walter E. Jackson Washington 29 years	Johnny Rhymer Alexander 24 years
James N. Hammett Bostic 23 years	Jesse C. Mills Stanfield 33 years	Freeman Thomas Sanford 20 years	Shady M. Anderson Rocky Mount 44 years	Fred A. Gibson Spruce Pine 31 years
Charlie M. Poore Newland 24 years	Joseph W. Kistler Charlotte 27 years	Bascom Jenkins Lexington 18 years	James P. Brown Raleigh 38 years	Roy B. Long Hayesville 28 years
Columbus M. Rader Morganton 16 years	Harvey E. Herron Charlotte 23 years	Joseph B. Currence Pineville 32 years	Samuel H. Carter Lumberton 38 years	Carl L. Baldwin Franklin 28 years
Carl D. McDowell Franklin 11 years	Wriston V. Ingold Albemarle 18 years	Archie Dancy Vilas 31 years	Joseph R. Adams Lillington 34 years	Irvin S. Garrish Ocracoke 11 years
Garrett P. Howell Hazelwood 40 years	Jack Gouge Spruce Pine 37 years	Clossie J. Laws Parlier 30 years	Gilmer Lee Heath Greensboro 25 years	George G. Jackson Ocracoke 13 years
William C. Laney Bryson City 23 years	Ervin P. Wright Kings Mountain 16 years	Glavis M. Wacaster Boiling Springs 30 years	Reuben H. Robertson Reidsville 27 years	Charlie H. Ballance Hatteras 16 years
Dallas B. Miller Avon 12 years	Craig L. Woody Burnsville 32 years	Jennis P. Sluder Weaverville 22 years	Robert Canada Greensboro 28 years	Wilbur H. Barker Raleigh 30 years
Trulah W. Page Raleigh 31 years	John C. Carver Robbinsville 12 years	Robert M. Harper Hendersonville 19 years	Bynum S. Creson Walkertown 32 years	9-1-74
Charles L. Goodwin Raleigh 27 years	Joe J. Smith Birmingham, Ala. 25 years	Ernest G. Tucker Tryon 12 years	Clay B. Harkey Salisbury 35 years	Woodrow W. Clark Chowan County 27 years
Louise A. Wilson Raleigh 11 years	Pauline S. Austin Raleigh 14 years	Nelson Mahaffey Hendersonville 10 years	Joseph S. Hill Winston-Salem 17 years	Bernice E. Bowen Wilmington 31 years

Emerson J. Pridgen Wilmington 12 years	Evelyn M. Boyd Raleigh 25 years	Earl H. Baggs Albemarle 27 years	Floyd B. Andrews Wilmington 49 years	David H. Fuquay, Jr. Raleigh 15 years
Jesse Brantley Bailey 20 years	10-1-74	Cye N. Mullis Charlotte 15 years	Howard A. Peacock Fremont 28 years	Redell J. Burt Cary 15 years
James G. Barnhill Scotland Neck 31 years	Johnnie S. Hodges Williamston 40 years	Carl Whitley Monroe 28 years	William A. Reason Wilson 19 years	12-1-74
Ozel C. Howell Kenly 28 years	Fred M. O'Neal Pantego 30 years	Fred Owen Warrensville 30 years	John R. Edmondson Tarboro 32 years	Otis C. Roundtree Gatesville 18 years
William H. Clayton Timberlake 34 years	Adrow Gray Newport 12 years	Heaber A. Haskin Shelby 17 years	Grover C. Ellis Bahama 25 years	Robert E. Miller Gates 11 years
Robert L. Gordon Oxford 23 years	Nezer Williams Washington 18 years	Ralph S. Wright Leicester 17 years	Harvey Smith Lumberton 29 years	Arthur S. Edwards Jackson 19 years
Leroy Cates Graham 31 years	Lannie Hines Warsaw 28 years	Jacob L. Revis Leicester 17 years	Daniel R. Benson Autryville 18 years	Charles C. Parker Wilmington 45 years
Peter N. Simmons Robbins 17 years	Charles H. Williams Roseboro 17 years	William H. Brady Forest City 20 years	Rassie E. Raynor Lillington 21 years	John L. Hyde Tarboro 39 years
Clarence Harvell Asheboro 23 years	George T. Parker Four Oaks 23 years	Elmo M. Fulcher Ocracoke 11 years	George W. Mitchell Dunn 27 years	Joseph R. Dement Bailey 20 years
Carl L. Trexler Salisbury 37 years	Wilbur Boysworth Tarboro 33 years	Thomas L. Amerson Raleigh 15 years	Paul E. Grubbs Eden 22 years	George G. Eason Macclesfield 17 years
Everett H. Brown Mocksville 26 years	Frank B. Twitty Macon 30 years	George W. Champion, Jr. Fuquay 17 years	Floyd Shelton Eden 11 years	James M. Williams Tarboro 25 years
Ney O. Starnes Monroe 30 years	Alex T. Ayscue Norlina 26 years	11-1-74	Jack D. Bryant Greensboro 25 years	Chelmer C. Hux Halifax 20 years
George G. Swift Zionville 12 years	Samuel W. Sykes Louisburg 30 years	Murray C. Liverman Williamston 46 years	Fulton A. Cagle Mount Gilead 27 years	Mattie K. Hall Durham 21 years
William A. Helton Hamptonville 20 years	William C. Stephens Raleigh 18 years	William B. H. Sawyer Elizabeth City 14 years	Lee H. Ponds Peachland 27 years	Graham L. Newton Raleigh 32 years
Sam M. Smith Marion 16 years	Moss R. Etheridge Whiteville 28 years	William C. Johnson Elizabeth City 39 years	Carl E. Freeman Lenoir 27 years	Robah Walters Mebane 12 years
Canie A. Butler Bostic 28 years	Winfred J. Brame Greensboro 28 years	Worth C. Snell Creswell 45 years	Charlie C. Hicks Maiden 21 years	Rufus E. Woodlief Gibsonville 10 years
Clarence M. Young Bakersville 26 years	Paul S. Johnson Siler City 40 years	Jasper F. Thompson Kinston 27 years	Edward J. Poteat Morganton 12 years	Ronder E. Beal Goldston 23 years
Robert L. Patrick Raleigh 36 years	Everett S. Haywood Mount Gilead 36 years	William E. Bell Newport 32 years	Floyd M. Lowery Forest City 20 years	John C. Wallace Laurel Hill 27 years
Thais P. Richardson Zebulon 10 years	Everett H. Brown Mocksville 26 years	George E. Rivenbark Wallace 23 years	Racine R. Corn Hendersonville 30 years	John H. Hanes Lexington 45 years

Vern H. Blevins North Wilkesboro 35 years	Lawrence D. Gaither Statesville 38 years	Charles M. Ramsey Lincolnton 10 years	Thomas S. Brooks Hot Springs 12 years	James M. Coiner Raleigh 29 years
James C. Gaither Harmony 28 years	Charles H. Talent Shelby 12 years	James R. Ingle Leicester 20 years	Van H. O'Neal Ocracoke 12 years	

Christian Action Cited for Safety Efforts

The Governor of North Carolina, February 7, paid tribute to Reverend Coy Privette, President of the Christian Action League, for his efforts in calling attention to traffic safety during the past several years.

Reverend Privette was honored at a press conference by Troy A. Doby, Secretary of Transportation and Highway Safety, on behalf of Governor James E. Holshouser, Jr., prior to the monthly meeting of the Board of Transportation. The Baptist minister was specifically cited for his leadership role in promoting Traffic Safety Sabbath weekend.

He received a framed letter from the Governor which said, in part: "Without public spirited citizens such as you who are genuinely concerned about the tragic loss of life and limb in traffic accidents, our efforts would be in vain." He also received a copy of the proclamation declaring the weekend of last August 23-25 as Safety Sabbath Weekend.

The Christian Action League, with thousands of members representing 12 Protestant denominations throughout the state, urged clergymen to observe Traffic Safety Sabbath with special religious services emphasizing the need "to drive as our brother's keeper." Motorists were also encouraged to drive with headlights on during the observance.

The State Highway Patrol held Safety Workshops in each patrol troop prior to the weekend, and invited civic and religious leaders to attend. The N.C. Division of Motor Vehicles distributed some 12,500 traffic safety kits to clergymen for use during the observance.

Statistics showed that during the week following the observance there were four less traffic fatalities and 103 less accidents than recorded over the previous seven-day period.

Governor Holshouser in his letter to Reverend Privette said that state government has a continuing responsibility



Reverend Coy Privette, President of the Christian Action League (center), at press conference, Feb. 7. With the Clergyman is Troy A. Doby, Secretary of the DOT, and Colonel E. W. Jones, Commander of the Highway Patrol.

to build and maintain highways that are safe, to make sure that unsafe vehicles are not allowed on the roads, to enforce traffic laws and to encourage and educate the public to adopt safe driving practices as a matter of habit.

"In particular, the leadership role you have taken in promoting the annual Traffic Safety Sabbath observance has been of exceptional value in bringing the message to the people of this state that they do have a moral responsibility when they get behind the wheel of a motor vehicle," the Governor's letter continued. "We are grateful to the people like you who care about their fellow man."

Reverend Privette is the pastor of the North Kannapolis Baptist Church in Kannapolis. He and his wife, the former Betty Shoaf, are the parents of four daughters.

The minister is a graduate of Wake Forest and the Southeastern Baptist Seminary.

Also attending the ceremony was Colonel E. W. Jones, Highway Patrol Commander, and other officers of the patrol.

that Howard is planning to have a good time.

The Goldsboro Construction Office relocated to Nashville and will be in the District Office Building as of January 13, 1975.



H. A. Peacock

Hugh S. Matthews, Engineering Technician III, and wife, Phyllis, have a baby girl born October 1, 1974.

Twana P. Slye, Clerk II in the Goldsboro District Office, will be leaving us to go with her husband where he will be stationed at Anchorage, Alaska. Replacing Twana is Mildred D. Lewis, who was a Typist II for the Goldsboro Construction. Good luck to you girls!

Welcome to Donald Wayne Bailey, who is new Resident Engineer in Smithfield, and to Katherine B. Dudley, new Typist II in the Nashville Construction Office.

Best wishes to Willie Reason, General Utility Man, who retired November 1, 1974, after 20 years of service in Traffic Services.

Congratulations to the proud parents of Miss Tammy Ann Ferrell. Tammy's father is Billy Earl Ferrell, who works as a Machine Operator I in Traffic Services.

Get-well wishes go to Randolph Eatmon, Traffic Services Foreman. We miss you!

Sorry to hear Rachel Gregory has been so sick. Guess we had too many old files for her in Division Four. Hurry and come back to see us. We loved your ideas.

Troy L. Rogers, who was a Mechanic II in the Equipment Department - Halifax County, retired on disability as of January 1, 1975, with approximately 29 years service. We wish for Troy a long and happy retirement.

O. C. Howell, who was an Auto Body Repairman with the Equipment Department - Wilson County, retired on disability as of September 1, 1974, with approximately 28½ years of service. We wish for him a very happy retirement.

Welcome is extended to Kenneth M. Bissette. Kenneth began employment with the Equipment Department as a Mechanic II

November 4, 1974.

DIVISION FIVE

Mr. Raymond Combs transferred from Landscape to the Equipment Department, and the picture is evidence that he's proud of his first paint job in the Durham Shop.

Mrs. Mattie Hall, Stenographer in the Division Office, retired January 1, 1975. A luncheon was held at the Governor's Inn for Mattie on December 17, 1974, and she was presented a gold pin. Best wishes for a long and happy retirement.

Mr. Herman Moore of the Durham Maintenance Department spent the Christmas holidays in Charleston, S.C., with his daughter and family.

James R. Thompson, Machine Operator I, underwent heart surgery in Duke Medical Center and is home in Selma recuperating.

C. Wade Tilley, Equipment Superintendent, joined 90 men on a flight to three states to tour the factory and view new equipment. The trip was sponsored by the John Deere Company.

Several employees have retired recently from the Bunn Unit. They are: P. N. Breedlove, R. Neal, E. V. Strickland, S. W. Sykes. We're hoping they all have a long and happy retirement.



Raymond Combs

Welcome back to Bill Peace who returned to work on November 18, 1974, after a major operation at Duke Medical Center. All of Bill's friends will be glad to know he is doing fine.

Welcome to Bill Waller who joined the Durham Right of Way Office on December 16, 1974. Bill was formerly with the Aberdeen Office and has the rare distinction of being a bachelor.

Right of Way personnel enjoyed a Christmas "get-together" at the home of the Richard Gregory on December 7, 1974. Social hours were in progress before and after a delicious dinner of beef stroganoff and other goodies.

"Education" is the by-work in the Durham Right of Way Office. Out of a staff of nine, there are eight employees attending institutions of higher learning.

DIVISION SIX

Division Six Personnel would like to welcome the following new employees: G. W. (Mickey) Horne, Accountant I; Cathy Horne, Stenographer II, in the Division Office; and Marcia Hassler, who is employed as a Clerk in the Traffic Services Department in Fayetteville.

Get-well wishes are extended to Kenneth Porter and to Francis Coble. Porter is employed with the Equipment Department in Fayetteville, and Frances is employed as a Clerk II in District II.

District Engineer and Mrs. D. L. Cooper, Traffic Services Supervisor, Mrs. David Spell and Mr. and Mrs. W. F. Dale spent a most pleasant ten days in Hawaii during the month of November, 1974.

Congratulations to Mr. and Mrs. Harold Smith who announce the birth of their daughter who was born January 21, 1975. Mrs. Smith is a former Stenographer in the Division Office in Fayetteville.

The employees of the Equipment Department send their best wishes to Mr. Rassie E. Raynor who retired on disability, November 1, 1974, after 21 years of service in Lillington, North Carolina.

Congratulations to the following employees in Equipment on their recent promotions: James D. Holder, who was promoted to Mechanic Foreman I, and also to Jason Edwards, Phillip A. Wilkins, and William F. Dail, Jr., who were promoted to Equipment Service Managers.

Billy Puryear bagged this ten point buck on October 26, 1974, in Harnett County. Billy is an ET I with the Location and Surveys Units in Fayetteville.

DIVISION EIGHT

Many of our employees have recently



Billy Puryear

been involved in First Aid Training. Fourteen instructors within the division trained in multimedia technique of first aid instruction have given the Standard First Aid Course to approximately 225 employees. Instructors are: Larry Rickard, W. T. Moses, J. W. Brown, D. M. Webb, C. R. Harris, R. L. Hubbard, J. C. Presley, Jack Grimes, Martin Scarboro, Jr., R. D. Pittman, J. C. McInnis, T. M. Rush, J. A. Snead, and W. L. Shaw. About one-third of our personnel in road maintenance, road oil, landscape, traffic services, construction, right of way, materials and tests, location and equipment have been trained in this on-going program in which we plan to train one-third of our employees each year so that all our permanent employees will continually be qualified to administer first aid as outlined in the standard first aid course.

RETIREEs: Clarence Harvell, Maintenance Foreman IV, Randolph County, retired January 1, with 24 years service. John C. Wallace, Machine Operator III, Scotland County, retired December 1, with 28 years service. R. E. Beal, Truck Driver, Chatham County, Maintenance, retired December 1, with 24 year service. Fulton Angus Cagle, Skilled Bridgeman, retired October 31, from the Bridge Department, Mt. Gilead, with more than 31 years service. Archie A. Frye, General Utility Man, Landscape Department, retired February 1, with eight years service.

Congratulations to the B. L. Blues of Montgomery County Maintenance Department on the birth of a baby boy, December 12.

Joe Lamb, Division Staff Engineer, transferred to Greensboro Division as Assistant Division engineer; Wayne Bailey, Assistant Resident engineer, Sanford, transferred to Wilson Division as Resident Engineer; Bill Waller, Right of Way Agent, transferred to Durham Division; and A. H. Davis, transferred to Fayetteville Division as Highway Inspector. Our best to each of these, but we surely hated to see them transfer.

Remember Barney — BARNEY SHELHORSE, who worked with various departments in the Raleigh Office as well as in some of the highway division offices and was Division Staff Engineer in Aberdeen before resigning for employment with a construction firm in Virginia a couple of years ago? You'll recall Barney had not paired up when we knew him. Well, we finally heard from him. The Christmas card was signed Barney and Frances. Anybody know who Frances is? If anyone has any information on this, we are sure our readers would be interested. We are still guessing.

George Blue, a Moore County Maintenance employee for many years before his retirement a few years ago, was killed instantly in an automobile accident. This came as a shock to all.

Sympathy is extended to A. W. Maddox of the Road Oil Department in the death of his wife, Marie Latta.

L. C. Nickens, who retired from Moore County Maintenance Department one year ago, died January 18. Sympathy is extended to his family.

Ervin J. Clark, who retired from the Scotland County Maintenance Department a year ago, died on January 16. Sympathy is extended to his family.

Sympathy is extended to Richard Siler, Resident Engineer, Siler City, in the death of his father on January 21.

Fred Mehfar, Assistant Resident Engineer, Construction Department, Eighth Division of Highways, Aberdeen, became a United States citizen, Friday, October 25, 1974, with Chief District Judge Eugene A. Gordon, presiding. Mehfar, a native of Iran, has been in the United States for a period of 13 years. He entered North Carolina State University in September 1964, earning a BS Degree in Civil Engineering in August 1968.

In September 1968, Mr. Mehfar joined the Department of Transportation as an Engineer in Training and has served with various departments, both in the field and the Raleigh Office, transferring to the Aberdeen Construction Office as Highway Engineer I in July 1971.

Mehfar is fluent in several languages and is a member of the American Society of Civil Engineers.

Fred has just recently returned from a three-week vacation to Noshar, Iran. He was visiting his mother and brother for the first time in five years. Guess he was surprised to find there was no energy crisis! Gasoline was only 20 cents a gallon!

We were happy to welcome Fred back on the job and pleased he had been able to return to his home for a safe visit with his family.



Equal employment for women abounds in Division Nine.

DIVISION NINE

Women holding positions normally held by men are: (front row, left to right): Libba Hogged, Davidson Co., Maintenance Yard

Foreman; Sue Joyce, Stokes Co. Maintenance Yard Foreman; Linda Everhart, Drivers License Examiner, Forsyth Co.; (back row, left to right): Elizabeth Ann Marsh, Engineering Tech I; Nancy Dobson, Truck Driver, Davidson Co.; Mary Lou Russell, Truck Driver, Forsyth Co. Not pictured: Ruth Garner, Forsyth Co., Maintenance Yard Foreman; and Vicky Smith, Truck Driver, Forsyth Co.

Alice Greene, Secretary, Division Office; Carolina Honeycutt, Secretary, District Office in Salisbury; and Vickie Cline, typist in the Salisbury District Office, attended the special one-day seminar entitled "Personality — The Third Dimension" on Saturday, October 5, 1974, at the Royal Villa Hotel in Raleigh. It was very worthwhile. Thanks to our Personnel Training Section in the Raleigh Division of Highways for giving secretaries in the Department of Transportation an opportunity to participate in interesting seminars such as this was.

The Division Office held a Christmas dinner on December 19, 1974, at the Downtowner Motor Inn Restaurant in Winston-Salem. Employees attending were from the Construction Offices, Landscape Department, Relocation, Equipment Department, Location Department, and Maintenance Unit. It was good to start the Christmas holidays with such good fellowship.

Mr. and Mrs. Roger Smith announced the birth of a son, Roger Chadwick, recently. Mr. Smith is an Engineering Technician III in the Thomasville Construction Office.

Mr. and Mrs. Lynn Harris announced the birth of a daughter, Christi LeAnn, born recently. Mrs. Harris (Jeri) is a Typist II in the Thomasville Construction Office.

Mr. and Mrs. Phil Berrier announce the birth of a baby girl, Dana Meredith, on December 4, 1974. Phil is Resident Engineer in our Winston-Salem Construction Office.

Mr. and Mrs. Dennis Speaks, Highway Inspector I, announce the birth of a baby girl, Robin Suzanne, on January 8, 1975. Mr. Speaks is assigned to the Winston-Salem Construction Office.

Mr. and Mrs. Larry E. Ervin are the proud parents of a son, Jason Matthew, born on November 20. This is the couple's first child. Mr. Ervin is an Engineering Aide in the Salisbury Construction Office.

Mr. and Mrs. Harrison W. Jones announce the birth of a daughter, Melissa Danyelle, born on January 17. This is the couple's first child. Mr. Jones is an Engineering Technician I in the Salisbury Construction Office.

Congratulations to Mr. M. M. Barnhardt, Engineering Aide, in the Salisbury Construction Office who was married on December 28.

C. F. Williamson was transferred to Graham Construction Department. He had

estate appraisal principles and concepts. Such is determined through the successful completion of many examinations devised and administered by nationally recognized appraisal organizations.

DMV PERSONNEL OFFICE

We would like to extend a most hearty welcome to our new Personnel Officer, Mr. Walter W. Bridges, Jr., who commutes daily from Sanford, where he resides with his



Walter W. Bridges, Jr.

wife, Annie Lee and their five daughters.

A welcomed addition to our staff is Yvonne Upchurch, Personnel Technician I, who comes to us from DOT Personnel. Its loss was most certainly our gain!

Sherron Marshall, a delightful new addition to our staff, recently moved to Raleigh from Charlotte, where she was a teacher for the 5th grade. She resides with her husband, Ray, and five year old daughter Kathleen, on Cedarwood Drive in north Raleigh.

Jo Bowen has been named Health Benefits Representative for the Department of Motor Vehicles, and with this new duty, assists employees with Retirements and Disability forms.

Congratulations are due Barbara and Willard Daughtry, on the birth of their first child, Tony Hartman, on December 1, 1974, who tipped the scales at 7 lbs., 7 oz. Barbara is a Typist II in our office.

We are having to say good-bye to our temporary employee, Pat Grimes, who is transferring to Registration, after a four month stay with us. We'll surely miss you, Pat.

TRAFFIC RECORDS

Congratulations to Mrs. Gradie S. Forbes, shown with Jake Alexander, Commissioner of Motor Vehicles on the left and Charles Hensley, Director of Traffic Records Section on the right. Gradie retired on October 31, 1974, after twenty-three years of service with the Division of Motor Vehicles. She was presented with a silver tray by the Traffic Records Section upon her



retirement. Both Gradie and her husband, happy retirees, are spending most of their time traveling.

MISCELLANEOUS

The American Association of State Highway and Transportation Officials awarded the following employees a certificate and pin in appreciation of twenty-five years meritorious public service: Mr. Edward H. Wade

Division of Motor Vehicles

Mr. Charles A. Speed Division of Highway Safety

Major Owen R. Roberts Division of Highway Patrol

Mr. Harry G. Long Division of Highways

Major Lee J. Lance Division of Highway Patrol

Mr. Henry H. Jordan Division of Highways

Colonel Edward W. Jones Division of Highway Patrol

Mr. Kenneth L. Horton, Jr. Division of Highways

Major Jack D. Cabe Division of Highway Patrol

Mr. Luther H. Berrier, Jr. Division of Highways

Mr. James M. Penny Division of Motor Vehicles

Mr. James T. Baker, Jr. Division of Motor Vehicles

Virginia Military Institute in 1972, and for the past year served as an Assistant District Engineer in the Seventh Division.

Drew and Noble will be assisting Billy Rose and Henry Clegg, Jr., with various administrative and technical aspects of the Highway Program.

Roddey P. Eaves of Shelby, North Carolina, was recently named Director of Field Services for the Department of Transportation and Highway Safety in Raleigh.

Eaves was associated with Dover Textile Group before joining State Government. He was graduated from Appalachian State with a B.S. in Social Studies and has held the positions of Placement Director, Training and Personnel Director with Oral Mill Company.

Paul J. DuPre, Head of Maintenance for the Division of Highways, was honored by state employees and friends at a retirement luncheon in Raleigh just before retiring January 31.

Mr. DuPre had 35 years of service with the Department of Transportation.

He joined the Department of Transportation in 1936 and resigned in 1943 for three years of military service. He rejoined the Department of Transportation in



Paul J. DuPre receives gift from Billy Rose.

1946. His wife, Louise, and son, John Paul, also attended the luncheon.

Billy Rose, Highway Administrator, presented Mr. DuPre with a silver bowl in appreciation for his dedicated service.

After retirement, Mr. DuPre plans to travel, fish, and play golf.

The Secret Was Sealed in a Couple of Mason Jars . . .



Preparing the feast.

EDITOR'S NOTE: Project 8.1971701 Madison County is the seven mile relocation of N.C. 213 from US 25-70 Bypass at Marshall to Athletic Street in Mars Hill. It consists of grading, clearing, paving, and structures. The contractor began work in September 1974, and the complete date is scheduled for July 1, 1977. The job is assigned to Department of Transportation Engineer, H. C. Reed, Jr., who is assisted by Jim Turlington. The contract was awarded to Asheville Construction Company, Incorporated of Asheville for 5.3 million dollars, and the structures were subcontracted by A. M. Tuck, Incorporated.

By THE PHANTOM OF THE WEST

In December, Department of Transportation personnel, local residents of the project, and representatives of both the contractor and sub-contractor gathered together on a non-business basis for an old-fashioned pig-pickin'.

The events of the day are described by the Phantom of the West otherwise known as Ken Creech, Area Structure Engineer for the 13th and 14th divisions.

December 20, 1974, started out with threatening discernment as I drove from my home in Asheville to Petersburg, a little place in the Department of Transportation project from Mars Hill to Marshall or better known as NC 213 location.

I had a hard assignment that day of cooking for 50 to 60 people. That would present no problem, for in a couple of mason jars I carried the secret, a special sauce that had been developed for years under and around the flue-cured tobacco barn shelters of Eastern North Carolina. This sauce would

enhance the delicacy of the food and inspire the envy of all connoisseurs of good pork at this event.

The coals were ready, and I had help from Royce Carroway, Inspector, (taking vacation naturally), W. O. McNair, Structure Contractor and Mr. Chill Duck who came in from New York to add flavor to the proceedings.

The pig was of Russian descent, akin to the wild sporting boars of sportsman's fame. It looked more appetizing than ferocious on the grill, and the scent made the cookers and passers-by drool in anticipation of later happenings.

When the pig was ready for "pickin", numerous employees for each contractor came by to participate in the more exciting part: EATING. W. O. McNair brought the pig, and a donation was taken up from all participants.

The proceeds were turned over to a local civic organization for use in community

service.

Division 13 headquarters was represented by Dan Martin, Assistant Division Engineer-Construction. It is said that he did a good job keeping the sauce off his neat red and white striped jacket. Of course, at big meals you'll always find Paul Robinson, Area Landscape Engineer. They both made a dent in the main course.

In late afternoon Mrs. McNair brought out her famous baked beans and slaw, and the crowd gathered for the onslaught of the pig. The gathering was brightened by several secretaries from the Division 13 office when they made their appearance just before serving time. These included Gale Adams and Rita Rhymer.

The rain held off, and the gathering showed their approval of their first pig-pickin' by their actions. For some unknown reason most of the pork disappeared and along with it — the gathering.

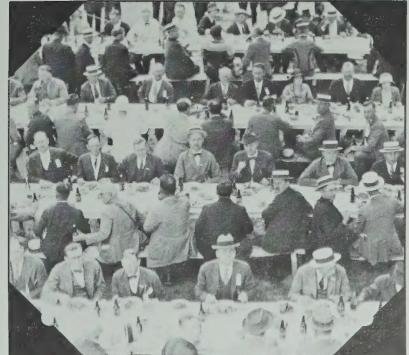
The Old Days



*"We'll just wait here until all the
inspectors at the Weigh Station take a
coffee break and aren't
looking"*



*"When I sing 'I only have eyes for
ewe,' I ain't kiddin'!"*



*"Now everybody sing . . . two all-beef
patties, special sauce, lettuce,
cheese, pickles, onions on a sesame
seed bun"*

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A-2



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